

METROPOLITAN DEVELOPMENT COMMITTEE

DATE: January 4, 2010

CALLED TO ORDER: 5:34 p.m.

ADJOURNED: 6:11 p.m.

ATTENDANCE

Attending Members

Kent Smith, Chair
Paul Bateman
Virginia Cain
Jeff Cardwell
Jose Evans
Brian Mahern
Dane Mahern
Janice McHenry
Lincoln Plowman

Absent Members

AGENDA

PROPOSAL NO. 476, 2009 - reappoints Timothy Ping to the Metropolitan Development Commission
"Do Pass" Vote: 7-1

PROPOSAL NO. 477, 2009 - reappoints Earl Daniel Pool to the Metropolitan Board of Zoning Appeals, Division I
"Do Pass" Vote: 8-0

PROPOSAL NO. 478, 2009 - reappoints Matthew Symons to the Metropolitan Board of Zoning Appeals, Division I
"Do Pass" Vote: 8-0

PROPOSAL NO. 479, 2009 - reappoints Mindy Westrick to the Metropolitan Board of Zoning Appeals, Division III
"Do Pass" Vote: 9-0

PROPOSAL NO. 493, 2009 - appoints Richard Redell to the Metropolitan Board of Zoning Appeals, Division II
"Do Pass" Vote: 9-0

PROPOSAL NO. 480, 2009 - establishes a Division of Metropolitan Planning Organization within the Department of Metropolitan Development
"Do Pass" Vote: 9-0

METROPOLITAN DEVELOPMENT COMMITTEE

The Metropolitan Development Committee of the City-County Council met on Monday, January 4, 2010. Chair Kent Smith called the meeting to order at 5:34 p.m. with the following members present: Paul Bateman, Virginia Cain, Jeff Cardwell, Brian Mahern, Dane Mahern, Janice McHenry, and Lincoln Plowman. Jose Evans arrived shortly thereafter.

PROPOSAL NO. 476, 2009 - reappoints Timothy Ping to the Metropolitan Development Commission

Mr. Ping said that he has been on the board for the last two years. He said that it is very exciting to be a part of helping move growth opportunities through city government and the creation of jobs and new development in the city of Indianapolis.

Councillor Brian Mahern asked if Mr. Ping is open to communication from members of the Council and how he felt about the Bank One Opt Center deal. Mr. Ping said that he is very open to input from and consultation with the Council about things dealing with Metropolitan Development Commission (MDC). He said that one of the values of having a separate commission is that there are opportunities for commission members to spend a good deal of time working and thinking about specific issues. He said, with respect to the Bank One Opt Center deal, he felt that the proposal as presented was the best option based on conversations with some of the Councillors and testimony leading up to the decision.

Chairman Smith asked the committee to direct all questions to the appointment and the ability to provide the service.

Councillor Cardwell moved, seconded by Councillor Cain, to send Proposal No. 476, 2009 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 7-1, with Councillor Brian Mahern casting the negative vote.

PROPOSAL NO. 477, 2009 - reappoints Earl Daniel Pool to the Metropolitan Board of Zoning Appeals, Division I

Mr. Pool said that he filled a vacancy in 2009 and he is still learning a lot about the board and its duties. He said that he likes to see neighborhoods grow and is very disappointed when a business closes or and moves out of the neighborhood. Mr. Pool said that the economy has had and will continue to have an impact on a lot of small businesses. He said that he appreciates the fact that they always receive information that may come before the board before the meetings to allow time for research. He said that he has enjoyed serving on the board.

Chairman Smith asked if Mr. Pool has attended all the meetings. Mr. Pool answered in the affirmative. Chairman Smith asked if reading up on the bylaws of the Zoning Appeals has helped him understand the position requirements. Mr. Pool said that it has increased his knowledge about zonings and appeals.

Councillor Cain moved, seconded by Councillor Plowman, to send Proposal No.477, 2009 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 8-0,

PROPOSAL NO. 478, 2009 - reappoints Matthew Symons to the Metropolitan Board of Zoning Appeals, Division I

Mr. Symons said that he was appointed to an interim appointment in May, 2009, and he has enjoyed the work. He said that he takes his job very seriously when it comes to zoning variances, because they have very important impacts on neighborhoods, families, and businesses. Mr. Symons said that he has held various jobs in local and state government and is currently a full-time law student graduating in May, 2010.

Councillor Cardwell moved, seconded by Councillor Dane Mahern, to send Proposal No. 478, 2009 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 8-0,

PROPOSAL NO. 479, 2009 - reappoints Mindy Westrick to the Metropolitan Board of Zoning Appeals, Division III

Ms. Westrick said that she was appointed in January, 2009, and she has been to every meeting and attended all the training sessions. She said that she continues to learn new things, and the training sessions are very beneficial.

Councillor Dane Mahern asked if a year of serving on the board has made Ms. Westrick more adaptable and familiar to different situations. Ms. Westrick said that every time there is a Board of Zoning Appeals meeting, it is a unique situation and different variance. She said that she is very grateful for the resources that the staff provides.

Chairman Smith asked for a brief explanation of the difference in the division types. Ms. Westrick said that there are three divisions in Indianapolis, and each division has a five-member board made up with two members from the City-County Council, two members from the Mayor's Office and one from the Department of Metropolitan Development (DMD). She said that because Indianapolis is so big, the petitions for variances are randomly split between the three boards.

Councillor Cain moved, seconded by Councillor Dane Mahern, to send Proposal No. 479, 2009 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 9-0,

PROPOSAL NO. 493, 2009 - appoints Richard Redell to the Metropolitan Board of Zoning Appeals, Division II

Mr. Redell said that he is a homeowner and is very excited about getting out and giving back to the community. He said that he has a thirst for knowledge and is striving to learn as much as he can. He said the he is married with a very supportive spouse. He said that he has been recruiting for nine years and has a cadet program with some of the local high schools. Mr. Redell said that he is eager to do his part on the board of zoning.

Councillor Cardwell moved, seconded by Councillor Plowman, to send Proposal No. 493, 2009 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 9-0,

PROPOSAL NO. 480, 2009 - establishes a Division of Metropolitan Planning Organization within the Department of Metropolitan Development

Lori Mizer, Administrator, Indianapolis Metropolitan Planning Organization (MPO), explained the MPO worksheet that is attached as Exhibit A.

Councillor Brian Mahern asked how the 20% match is distributed across the community.

Ms. Mizer said that in the 2010 budget, they pulled out MPO as a separate division and said they would bring the ordinance back, which is Proposal No. 480, 2009. She said that Metropolitan Transportation Planning is a federal requirement. A population of over 50,000 defines an urban area. She said that this makes transportation planning a regional activity for Indianapolis and Marion County, which is the urban area. The transportation planning function activities are guided by the Indianapolis Regional Transportation Council (IRTC), and this is made up of a technical and a policy committee. The policy committee includes mayors and elected and appointed officials from all over the region. Because of this regional approach, it is important to make MPO a separate division, which will help insure a thorough tracking of the federal expenditure and make it more transparent in how the federal funds are spent. She said that 80 percent of the transportation planning function comes from the federal government, and 20 percent is provided by the local match. Historically, Indianapolis provided that local match over the past few years, with the communities volunteering to pay that match; but as of January 1, 2010, the new bylaws state that if there is a voting member on the committee, then they will have to pay their share. Ms. Mizer said that IRTC approves all of the transportation planning functions that take place in Central Indiana, and they oversee the distribution of \$25 to \$30 million annually of the transportation dollars.

Councillor Brain Mahern asked how the 20 percent match is distributed across all of those communities and if there is any indication that the people who are voting members will continue to pay the local match. Mr. Mizer said that the 20 percent local match is based on the percentage share of population within that planning area. Indianapolis is about 60 percent, so they will continue to pay the bulk of the match. She said that if any of the voting members do not continue to pay, they can continue to attend meetings and participate in the transportation planning process, but they will not have a vote or the ability to utilize the federal transportation planning funds.

Councillor McHenry asked if the excluded cities are included as voting members of Marion County. Ms. Mizer answered in the affirmative. She said that the process is making sure that the most valid transportation projects get funded, and they are continuing in that fashion. She said that it is one vote per community.

Councillor Dane Mahern asked how Madison County is connected to the plan. Ms. Mizer said that Anderson and Madison County have their own MPO, because they met the requirements a number of years ago when the federal guidelines were established. She said that the Indianapolis area and the Anderson area have both grown a lot and they are starting to merge. She said that one the census results come in, they will help determine a lot.

Councillor Cardwell asked what role the Central Indiana Transit Taskforce will play with the MPO. Ms. Mizer said that they formed their own study group to take a look at regional transportation needs for Central Indiana. She said that they will be releasing a report within the next month. Councillor Cardwell asked if the report includes any updates for any connections from the city's airport and downtown Indianapolis. Ms. Mizer said that they are looking at a regional system. Councillor Cardwell said that a connection from the airport to downtown Indianapolis should be

high priority. Ms. Mizer said that they will start having a series of public meetings over the course of the next year. She that they will be working with the public, gathering input and then developing this long-range plan.

Councillor McHenry moved, seconded by Councillor Dane Mahern, to send Proposal No. 480, 2009 to the full Council with a “Do Pass” recommendation. The motion carried by a vote of 9-0.

Conclusion

With no further business pending, and upon motion duly made, the Metropolitan Development Committee of the City-County Council was adjourned at 6:11 p.m.

Respectfully submitted,

Kent Smith, Chair
Metropolitan Development Committee

KS/rjp

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (MPO)
BRIEFING FOR THE INDIANAPOLIS METROPOLITAN DEVELOPMENT COMMITTEE
January 4, 2010

BACKGROUND

- Metropolitan transportation planning is a federal requirement for urban areas over 50,000 in population.
- Urban area boundaries are defined by the U.S. Census and thus transportation planning is a regional activity.
- The Indianapolis MPO planning area includes Marion County and portions of the surrounding counties - Boone, Hamilton, Hancock, Shelby, Johnson, Morgan, Hendricks (Madison County has its own MPO) but the MPO staff are housed in the City of Indianapolis because Indianapolis/Marion County formed the initial urbanized area when the MPO was formed in the early 1970's.
- The MPO/transportation planning function and activities are guided by the Indianapolis Regional Transportation Council (IRTC). The Transportation Council is made up of a Technical Advisory Committee and a Policy Committee. The Policy Committee includes Mayors and other elected officials and appointed officials from the communities represented in the planning area.
- Because of this regional function and focus it is important to make the MPO a separate Division within the Department of Metropolitan Development to ensure thorough tracking of federal funding and transparency in the administration of those funds.

FUNDING

- Transportation planning activities for the MPO planning area are paid for 80% by federal funds and matched by 20% local funds. Before 2005 the City of Indianapolis paid the entire local match.
- Since 2005 some communities have voluntarily paid their share of the local match based on their population percentage within the Metropolitan Planning Area (MPA) and Indianapolis covered the gap, if financially feasible.
- As of January 1, 2010, new by-laws of the Indianapolis Regional Transportation Council are in effect. Those by-laws require that each community must pay the 20% local match that supports the transportation planning function if they want to have a voting member on the Indianapolis Regional Transportation Council.

ROLE OF THE INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL

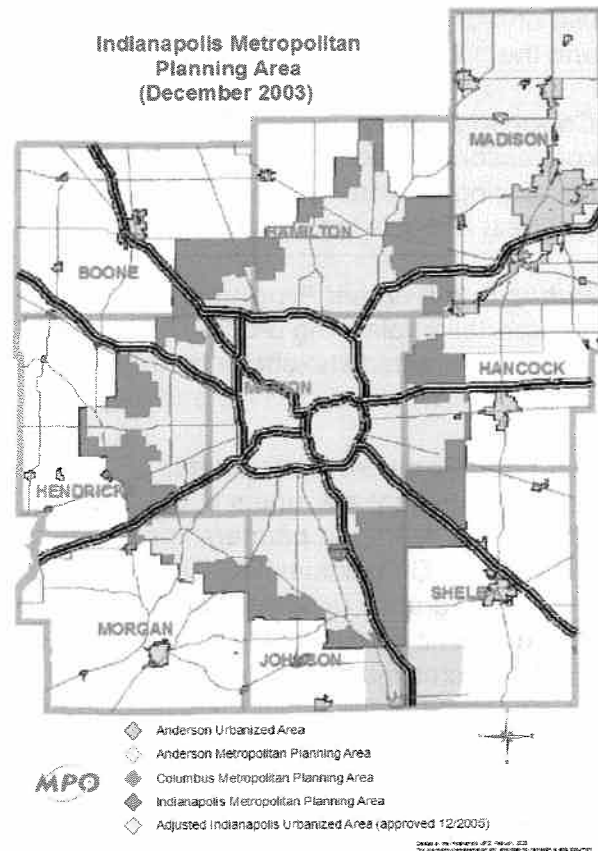
- Oversee the regional transportation planning process in Central Indiana
- Advise on technical procedures and standards for conducting the cooperative transportation planning process
- Recommend alternative transportation system plans and programs
- Coordinate transportation programs that involve multi-agency responsibility and/or impact
- Establish "special task forces" as required to meet IRTC purposes and coordinate their assignments
- Review progress on the transportation planning process; review activities and reports on technical sufficiency, accuracy, and completeness of studies, plans and programs
- Review and approve the Unified Planning Work Program as it relates to the transportation planning process
- Review and approve the Long Range Regional Transportation Plan and associated air quality conformity assessments, the Indianapolis Regional Transportation Improvement Program and other transportation plans and programs for the region, including the expenditure of federal transportation funds.

Questions or comments? Contact Lori Miser, MPO Executive Director at 327.5269

The Indianapolis Metropolitan Planning Organization (MPO) Overview

Responsibilities

Each Urbanized Area with a population of more than 50,000 is required to have a designated Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative, and comprehensive transportation planning process. Currently, all MPO's are governed by federal legislation called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The metropolitan transportation planning process is required in order for the area to receive federal funds for transportation improvements, including transit, highway, and other modes. The area of transportation planning responsibility for the Indianapolis MPO is illustrated in blue on the map.



Core Activities

The core activities of the MPO (those that are directly attributable to its mission and role within Central Indiana) include the following:

- **Long-Range Indianapolis Regional Transportation Plan (RTP).** The preparation of the Regional Transportation Plan, which covers a 25-year time horizon, is the primary function of the MPO. The RTP includes both long range and short range strategies and actions that lead to the development of an integrated inter-modal transportation system that facilitates the efficient movement of people and goods. The Plan should be multi-modal in focus, including accommodations for vehicles, trucks/freight, bicycles, pedestrians and public transit.
- **Indianapolis Regional Transportation Improvement Program (IRTIP).** The short-range IRTIP is the programming document for all transportation improvements identified in the Indianapolis Regional Transportation Plan that use available federal dollars. The IRTIP covers a four-year period and reflects the allocation of the area's limited transportation resources among the various capital and operating needs of the region.
- **Air Quality Conformity Analysis.** All capacity projects within the nine-county Central Indiana region must be analyzed to ensure that they do not negatively impact air quality. The MPO assumes the lead role for this analysis, in cooperation with the Anderson and Columbus MPO's, the Indiana Department of Transportation (INDOT), the Indiana Department of Environmental Management (IDEM), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA).

- ***Unified Planning Work Program (UPWP).*** The UPWP documents the MPO's annual work program. It is multi-modal in scope and outlines the MPO's planning and administrative activities over the upcoming one- or two-year period. Its scope encompasses highways, transit, pedestrian, and airport related projects as appropriate. The UPWP also documents the use of federal planning funds and MPO activities for state and federal agencies, public officials and the public.
- ***Congestion Management Process (CMP).*** The CMP is a way to systematically examine congestion-related issues. The intent is to address congestion by examining the cause, developing alternative strategies to mitigate the congestion and ultimately propose solutions that best address the problem.
- ***Public Involvement Program (PIP).*** Meaningful public participation is critical to the transportation planning process. The main goal of the PIP is to ensure that the concerns and issues of effected stakeholders are identified and addressed in the development of transportation plans, policies and projects.
- ***Data development and updates.*** The Indianapolis MPO continually updates data and assumptions that are inputs into its transportation planning and air quality conformity analyses. The MPO has forged partnerships with GIS data developers (including the Indianapolis-Marion County GIS Consortium [IMAGIS] and the Hamilton County GIS Office) for continuing data and orthophotography updates. The MPO is expanding in-house data development activities to include traffic counts, data collection and development activities to support the travel demand model, microsimulation modeling, and general plans and studies carried out by the MPO. The improvement of the regional travel demand model has been a strategic focus of the MPO for the past five years.

Supplemental Activities

Supplemental activities are an outgrowth of core activities. While not strictly necessary for MPO functioning, they are able to be provided at little or no incremental cost, and provide significant benefit for the regional community. They include the following:

- ***Local Plan funding.*** For the past several years, the MPO has made available surplus federal planning funds to its member local agencies for the preparation of local transportation plans, including but not limited to multimodal studies, traffic calming proposals, and thoroughfare plan development.
- ***Project definition and support.*** On large projects the MPO has coordinated early in the project development process to ensure an adequate two-way flow of information with the local agency. Such support has historically included coding and running of the regional travel demand model, microsimulation modeling, traffic impact analyses, and other activities.
- ***Data dissemination.*** The MPO maintains an open approach to data-sharing, making it freely available (except where restricted by data licensing) to local agencies and the public. The MPO maintains the region's most-used population and employment projections. Traffic counts and volume estimates are also freely provided upon request.

Questions about the Indianapolis MPO? Please contact:

Lori Miser, Executive Director at 317.327.5269 or lmiser@indy.gov

Philip Roth, Assistant Director at 317.327.5149 or proth@indy.gov